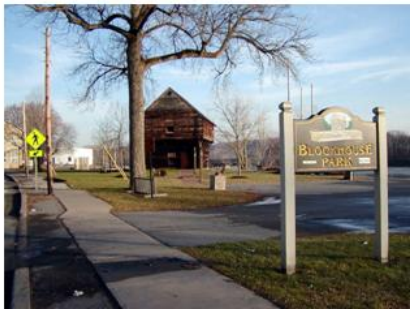
Stillwater U.S. Route 4 Corridor Plan

Public Review Draft – May 2006



Prepared for:

The Town and Village of Stillwater, New York

Prepared by:

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With Funding and Technical Assistance Provided by:

Capital District Transportation Committee

INTRODUCTION

U.S. Route 4 runs north-south through the Town and Village of Stillwater. The two-lane highway is an important connector between the Capital Region and points south, and the Lake George/Lake Champlain Region and points north. It follows an historic travel route along the Hudson River and Champlain Canal, traversing rural countryside and small urban centers. Though its importance as a transportation route diminished with construction of the Adirondack Northway (I-87) in the last quarter of the twentieth century, it remains a significant road for regional travel and a welcome alternative to the interstate for travelers seeking to experience the heritage of this beautiful part of the country. Route 4 also serves as a "Main Street" for many towns, villages, and small cities along the way.

In Stillwater, the dual role of Route 4 as a regional highway and a Main Street is an important issue for the community. It is also a primary concern for this corridor planning initiative. Maintaining the transportation capacity and safety of Route 4 is a necessary component of the project, but it also considers the aesthetic and functional relationship of this street to the revitalization and redevelopment of Stillwater's Village Center, and to the Stillwater community's overall character and quality of life.

As a result, one of the two main products of this study is a set of design guidelines for development in the corridor. The guidelines will help to ensure that over time new construction and redevelopment activities improve the aesthetic and functional qualities of the built environment. The guidelines provide examples of how to address the reuse of existing buildings as well as new construction in the Village Center, how to improve the design of small commercial establishments outside of the Village Center, and how to take advantage of special circumstance such as community gateways or challenging conditions such as industrial sites.

The second product is a series of transportation recommendations, broadly defined to include vehicular, pedestrian, bicycle and public transportation improvements. These recommendations are focused on safety and community character, and they emphasize techniques such as access management and traffic calming. Roadway capacity is not an important issue in the corridor now and is not expected to be in the foreseeable future; therefore, potential capacity improvements did not receive much attention in this study. The transportation recommendations also explore opportunities to improve connections between the Village Center and other commercial nodes and residential neighborhoods, the Saratoga National Historical Park, the Hudson River, and other origins and destinations throughout the community.

Origin of the Study – The Comprehensive Plan

The Stillwater U.S. Route 4 Corridor Plan was conceived during the development of the Town and Village of Stillwater Joint Comprehensive Plan in 2005. The Draft Comprehensive Plan notes several important issues related to this corridor. They include:

- The dual role of Route 4 as a regional highway and as a Main Street for the community.
- The importance of Route 4 as a gateway to Stillwater; and
- The existence of untapped resources in the corridor such as the National Historical Park and the Hudson River / Champlain Canal.

Among other things, the Draft Comprehensive Plan recommends that the Town and Village conduct a more detailed study of the corridor, one that addresses bicycle and pedestrian safety, visual / aesthetic treatments, and connections and waterfront access.

The Town and Village applied for, and were awarded a grant for funding and technical assistance under the Capital District Transportation Committee's (CDTC) Community and Transportation Linkage Planning Program. A Study Advisory Committee was established to oversee the development of the plan. The Study Advisory Committee consisted of representatives from:

- The Town of Stillwater – the Supervisor and a resident
- The Village of Stillwater – the Mayor and a resident
- The Capital District Transportation Committee (CDTC)
- The New York State Department of Transportation – Region 1
- The Saratoga County Planning Department
- The Saratoga National Historical Park
- Saratoga PLAN

The Study Advisory Committee held several meetings and sponsored public workshops during the process of developing this Corridor Plan.

DESIGN GUIDELINES

"Growth is inevitable and desireable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how."

Edward T. McMahon, The Conservation Fund

As the quote at right suggests, Stillwater should expect and embrace change. The challenge for Stillwater is ensuring that the small urban community characteristics of the Village and the scenic rural qualities of the Town – characteristics that make Stillwater a special place to live, work, and visit – are retained even while this change occurs. The pace of change, whether slow and steady as it has been or accelerated as it could be if a regional project such as the Luther Forest Technology Campus comes to fruition, will determine how large the challenge; but by preparing for this now, the inevitable changes can be viewed as opportunities rather than threats. Design Guidelines are one important tool for managing change in the community.

Maintaining and enhancing community character and quality of life should be understood as a key to the community's long term success. Community character and quality of life are among Stillwater's primary strengths. In an economy that is more mobile and increasingly competitive in terms of attracting and retaining talented labor, quality of life has come to be recognized as a necessary ingredient for economic success. This is especially true for the technology sector and for Saratoga County's important and growing tourism industry. As a result, the use of a growth management tool such as these design guidelines is consistent with the region's economic development efforts.

These design guidelines are intended to:

- Illustrate how new development, and major alterations to existing sites, can contribute positively and enhance the unique character of this community.

- Clearly articulate development expectations and, if the guidelines are eventually incorporated into the Town's or the Village's land use regulations, to ensure fairness and predictability in the development review process.

- Attract businesses and developers who recognize opportunities and desire to invest with confidence in a community that actively reinforces its character and quality of life.

The design guidelines address two primary design conditions that are of concern in Stillwater's Route 4 Corridor. The first condition involves any development that takes place in the Village Center, the second condition involves commercial structures that are found in scattered locations throughout the remainder of the corridor, both within and outside of the Village. The guidelines also discuss

solutions for two special conditions that are present in the Route 4 Corridor - community gateways and high visibility industrial sites.

Village Center

For this study, the Village Center is defined as the portion of the Village of Stillwater between Stillwater Bridge Road (CR 125) and Park Avenue. This area is the heart of the community. It is the location for most commercial and civic activity in Stillwater. The library, the community center, the Post Office, the Blockhouse Park, a church, and numerous small businesses are located there. The Village Center also includes several beautiful old houses.

This area of the Village contains a wide range of mixed uses – both horizontally across the district and in some cases vertically within individual buildings (commercial at the ground floor and residential above). Most of the houses along Route 4 remain residential, but as the Village Center becomes more commercially viable, there may be pressure to convert these homes to non-residential purposes such as professional offices or small retail establishments. The transition of these residential buildings should be allowed to take place (though not necessarily encouraged). These design guidelines can help to ensure that the residential character of these buildings remains and that adjoining residential properties are not negatively impacted by their new non-residential neighbors.

In the Village Center, the design guidelines seek to reinforce the Village's traditional "Main Street" qualities. Buildings in the Village Center tend to be located at or close to the sidewalk, creating a comfortable and interesting pedestrian environment. In some cases, a narrow brick-patterned accent strip separates the curb from the sidewalk. In other cases, a grass planting strip between the curb and sidewalk provides a location for street trees. Parking is located primarily on the street with small off-street parking lots located at the side or rear of some buildings.

Village Center – Mixed-Use Development

1. Use landscaping to buffer adjoining residential property.

2. Use landscaping – such as hedges, shrubs, or a low wall of stone, wood, wrought iron, or an acceptable substitute - to screen parking and to maintain an edge along the sidewalk.

3. Buildings located close to the sidewalk (or with shallow setback) to create "sense of enclosure" for pedestrians.

4. Off-street parking located at the side or rear of buildings – not in front of buildings.

5. Use Interior parking area landscaping to breakup continuous areas of pavement.

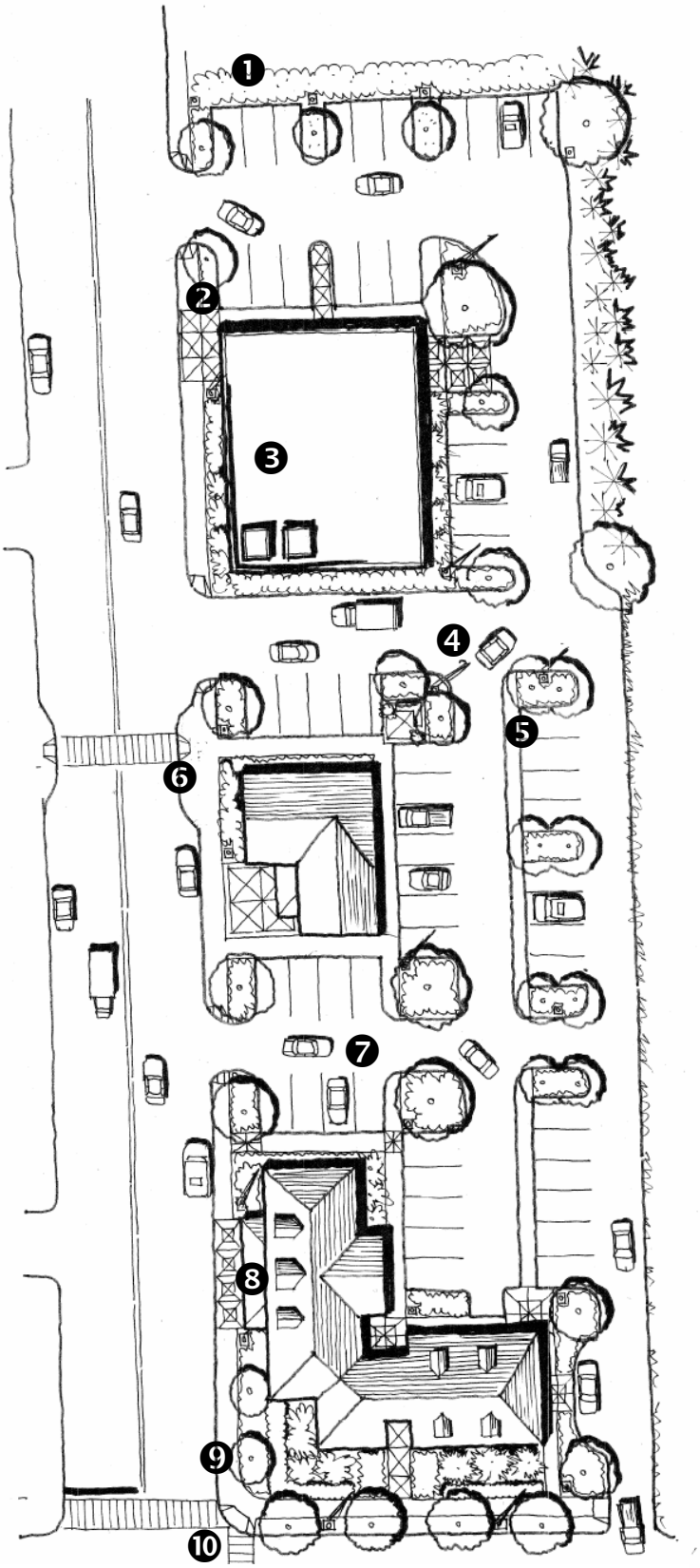
6. Bulb-out can be used to define on-street parking areas, slow traffic, and shorten crossing distance for pedestrians.

7. Consolidated points of access from street. Use cross-easements* to provide shared access through side and rear parking areas.

8. Main building façade and main entrance facing the street. On a corner lot, main facades along both streets. A secondary entrance facing the rear parking is strongly encouraged.

9. Street trees on interior side of sidewalk to preserve sight distances when necessary; or in sidewalk near the curb with porous hard surfaced grate.

10. Well defined pedestrian crosswalks. ADA compliance.



***** Cross access easement: An easement allowing access to and from adjacent properties. Cross access can be in the form of a driveway or a service drive providing vehicular access between two or more contiguous sites so a driver need not enter the public street system.

Village Center – Mixed-Use Development (continued)

Top: New mixed-use infill between existing buildings
Middle: New mixed-use buildings in a new development.
Bottom: New gas station with building close to the street and pumps in rear.

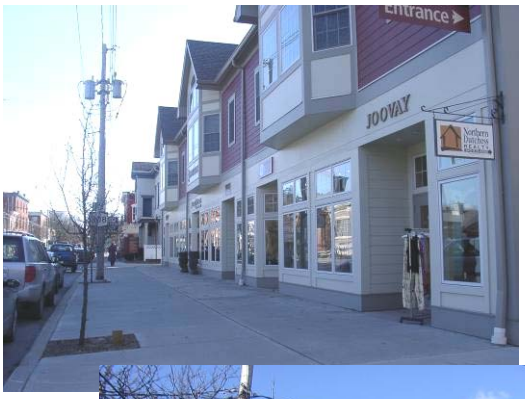
Building Location:

New buildings in the Village Center should be constructed at or near the sidewalk to create a consistent street wall and "sense of enclosure" for pedestrians. A small setback could be appropriate to accommodate room for outdoor seating or a small courtyard (not for parking).

If improvements are being made to an existing building that is <u>not</u> located at the sidewalk edge, efforts should be made to bring the façade closer to the sidewalk (if appropriate) and/or to use landscaping or a low wall to define the interior side of the sidewalk edge.

Top: Use of low "wall" and street furniture to define sidewalk edge for an existing building that has a deep setback.
Bottom: close-up view of same treatment.

Village Center – Mixed-Use Development (continued)



Mixed Uses:

A wide range of mixed uses should be encouraged in the Village Center – both horizontally (across the area) and vertically (within individual buildings). Buildings with two or three stories are preferred. Active uses such as retail and restaurants should be located on the ground floor to create pedestrian activity. Offices and residential units should be located on the upper floors.

Maintain sidewalk edge:

Whenever a building façade cannot be used to frame the sidewalk edge in the Village Center, landscaping – such as hedges, shrubs, or a low wall of stone, wood, wrought iron, or an acceptable substitute – should be used. This is especially important along parking areas.

Village Center – Residential Transition

1. Use landscaping to buffer adjoining residential property.

2. Possible future connection to rear of adjoining parcel if it is converted to a non-residential use too.

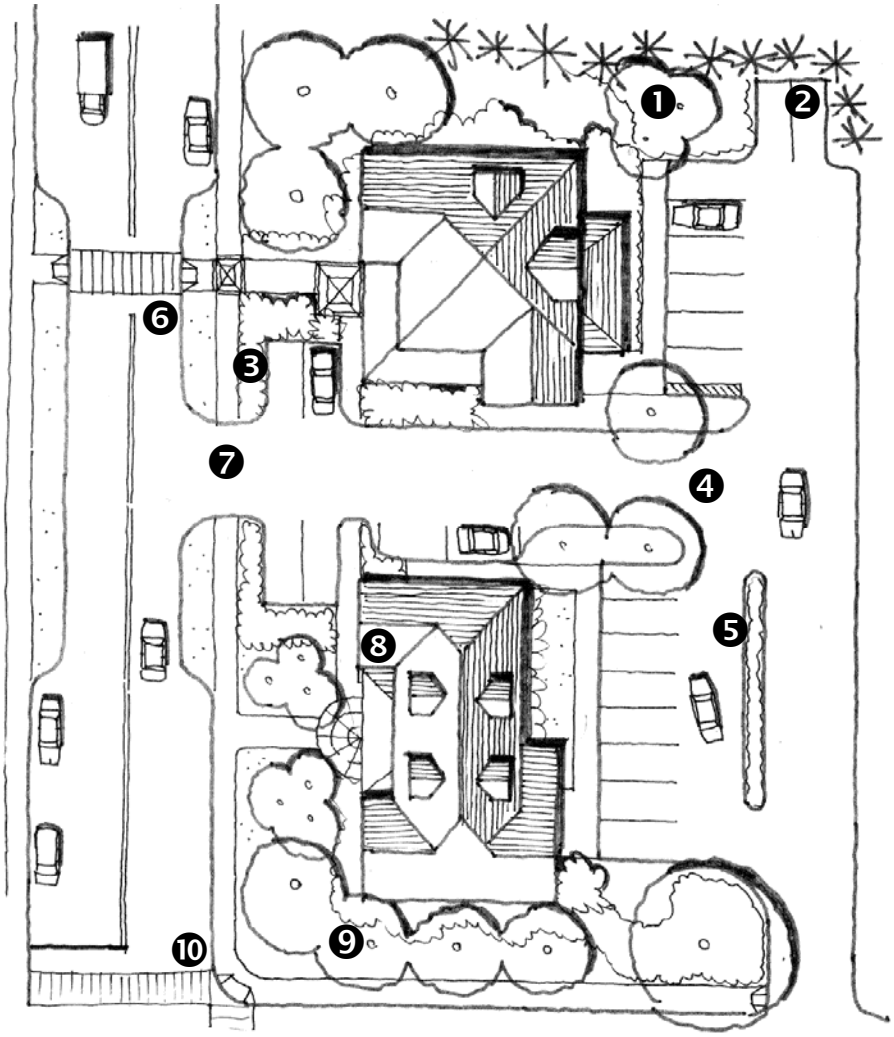
3. Landscaped buffer between side parking area and the back edge of sidewalk.

4. Off-street parking located primarily at the side or rear of buildings.

5. Use interior parking area landscaping to breakup continuous areas of pavement.

6. Bulb-out can be used to define on-street parking areas, slow traffic, and shorten crossing distance for pedestrians.

7. Consolidated points of access from street. Use cross-easements* to provide shared access through side and rear parking areas.



8. Buildings located with a small setback from sidewalk. Maintain residential character of buildings – pitched roofs, front porches or steps, etc. Main entrance to business facing the street with secondary entrance from rear parking strongly encouraged.

9. Street trees on interior side of sidewalk to preserve sight distances when necessary; or between sidewalk and curb in planting strip.

10. Well defined pedestrian crosswalks. ADA compliance.

Right: Example of residential transition along Main Street in the Village of Cambridge.

***** Cross access easement: An easement allowing access to and from adjacent properties. Cross access can be in the form of a driveway or a service drive providing vehicular access between two or more contiguous sites so a driver need not enter the public street system.

Village Center – Streetscape

Streetscape – The built and planted elements of a street, from building facade to the opposite building facade, that define its character. Streetscape is the visual and functional aspect of a street. Streetscape elements often include sidewalks, curbs, street trees, planting strips, benches, lighting, trash receptacles, and other elements that together define the character and function of the community environment. Streetscape elements contribute to the overall experience of place and serve to improve the quality of the public realm.

Right: Mixed Use Development – "Formal" Streetscape – To the extent possible, sidewalk should be wide and should extend to the curb. Street trees, located with tree grates, and pedestrian scaled streetlights should be spaced at regular intervals near the curb. Street furniture such as benches and trash receptacles should be located as appropriate. Ideally, above ground power lines could be under-grounded or moved to the rear of parcels in these areas.

Left: Residential and Residential Transition - "Less Formal" Streetscape – Buildings set back slightly with small front yards. Narrower sidewalks (at least 4 feet – 5 feet preferable where possible) are appropriate in these areas, with a grass planting-strip between the sidewalk and the curb. Street trees should be located at regular intervals, in the planting strip or on the interior side of the sidewalk. Street furniture such as benches would usually not be located in these areas.

Village Center – General Architectural Characteristics

Top and Middle: Mixed Use Buildings:

- Multiple story (2-3) buildings are encouraged
- First story height should be at least 12 feet (measured floor to floor)
- Pitched, flat (parapet with decorative cornice), gambrel or mansard roofs suggested.
- Overall façade composition should break the building down into smaller distinct portions.
- Building transparency is very important at the street level. Generous quantities of vertically oriented windows strongly encouraged on the first floor. Second floor windows should relate to the first in shape, form, and pattern.
- Storefront design should provide for recessed entryway to allow the door to swing open without obstructing the sidewalk.
- Major features of the architectural treatment of the front building façade should be continued around all visible sides from the primary street.
- Awnings and canopies (especially canvas) are encouraged on front façade.
- Rooftop mechanical equipment and street level equipment (dumpsters and loading docks) should be hidden from view.
- Traditional village building materials (or visually indistinguishable substitute) and color pallets are encouraged.

Bottom (left and right): Residential Transition:

- Maintain residential character of buildings
- Subtle alterations, such an awning or decorative freestanding sign, may be appropriate.

Commercial Establishments Outside of the Village Center

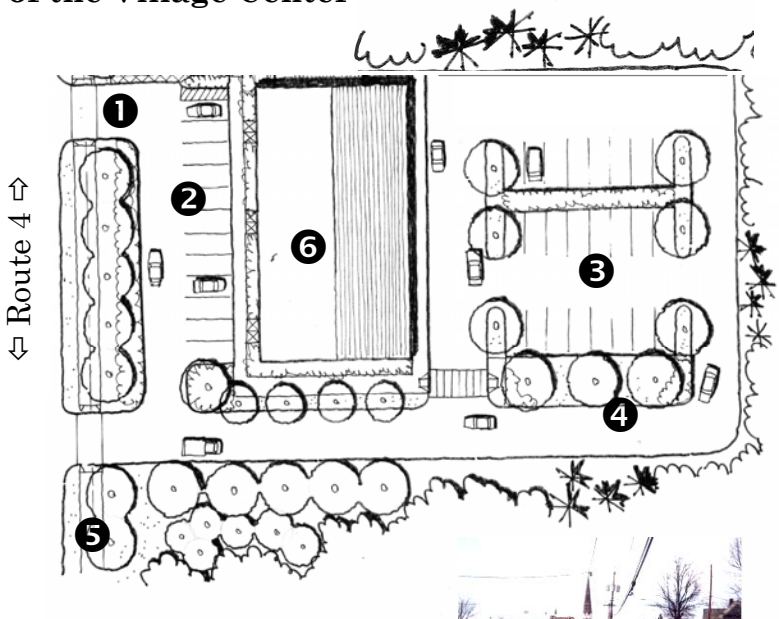
1. Create discrete points of access from Route 4 to/from the site (Opportunity to use attractive landscaping to achieve this result).

2. Allow a small amount of "convenience" parking in front of the building.

3. Remainder of parking (if necessary) at side or rear of building.

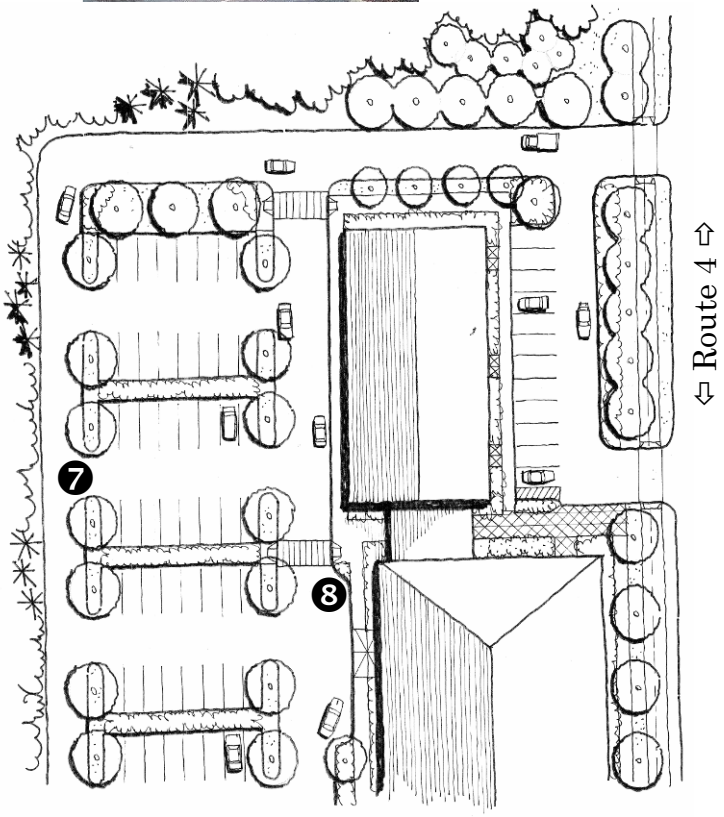
4. Use interior parking area landscaping to breakup continuous areas of pavement.

5. If sidewalk or pathway exists along this stretch of Route 4, carry it through the front of the site.



6. Building should be designed with local, rural architectural characteristics and materials – pitched roofs, wood siding, etc. Main entrance and windows should face Route 4, with a secondary entrance to rear parking suggested.

Above: Undefined access to/from the state highway is unsafe for vehicles, unsafe for pedestrians and bicyclists, and visually unappealing.



When two or more commercial uses adjoin:

7. Encourage shared points of access from the highway. Use cross-easements* to provide shared access through side and rear parking areas.

8. Ensure that adjoining sites have interconnected pedestrian systems so that visitors can go from one building to another without moving their car.

* Cross access easement: An easement allowing access to and from adjacent properties. Cross access can be in the form of a driveway or a service drive providing vehicular access between two or more contiguous sites so a driver need not enter the public street system.

Rural Residential Site Design -

For Residential Subdivisions Outside of the Village

The rural landscape along Route 4 outside of the Village is an important component of Stillwater's community character. If the pace of residential development in this part of Saratoga County accelerates in the coming years, Stillwater's rural character will be threatened. There are several ways that the community can manage this change in ways that balance the interests of the community with those of individual rural landowners. Most of these techniques are described in the Town and Village Comprehensive Plan.

One method, that is mentioned here because it is a design technique, is the use of conservation subdivision design for residential subdivisions. Conservation subdivision design (a form of clustering) is density neutral. In other words, it does not change the number of homes that can be built on a site; instead it changes the form of the development. For this reason, it is considered by most to be both fair and effective. Like clustering, conservation subdivisions result in permanent open space conservation by allowing flexible lot sizes. In this way, important farmlands or rural vistas can be preserved even while development occurs (see images above).

Comparison of a conventional subdivision (left) with a conservation subdivision (right). In both cases, a total of 16 residential lots were created. A conservation easement ensures that the open land preserved as part of the conservation subdivision (right) cannot be further subdivided or developed in the future.

Conservation Subdivision Design (term coined by Randall Arendt)

Uses open space resources present on a site to be developed as the starting point for design (in the same way that a golf-course community would be designed)

The four-step conservation subdivision design process is quite simple:

1. Identify conservation areas – potential development areas follow once the conservation areas have been "greenlined".
2. Locate house sites – to take advantage of open space views created in the process
3. Align streets and trails
4. Draw in the lot lines

Conservation easement - A **conservation easement** is the legal tool that ensures that conservation lands set aside as a result of this process remain undeveloped. **Conservation lands may be owned by**: an individual landowner or several landowners in the new conservation subdivision, a homeowner's association, the Town, or a land conservancy.

Signs

The following are examples of some suggested signage types for the Route 4 Corridor in Stillwater.

Left: Examples of creative Projecting Signs. These signs work well in a pedestrian oriented village setting.
Right: a freestanding Directory Sign identifies several businesses in one building.

Left: This monument sign is visible to motorists on Main Street (a busy state highway), but is attractive and appropriately scaled for its village setting.
Right: Low freestanding signs such as these are also visible to motorists and attractive for pedestrians.

Community Gateways and High Visibility Industrial Sites

Stillwater already does good job welcoming travelers on Route 4 to the community. Attractive signs at the Town and Village entranceways send a positive message about Stillwater as a place that cares. These signs must remain well-maintained. They could also be further enhanced with the addition of attractive foundation plantings around their bases.

The Town's southern gateway along Route 4 poses a unique aesthetic challenge. Because it is an active industrial area, this area between Mechanicville and the Riverside neighborhood is not particularly attractive. But with the recent demolition of the old Boiler House, and the planned conversion of that site to a public green space (an extension of Veteran's Park), this gateway could be much improved. As the "before" and "after" images below demonstrate, simple actions such as the use of different fencing, planting of trees, and the provision of an attractive landscaped median could create a much more pleasing gateway to Stillwater.

Additionally, equipment storage areas associated with the industrial facilities at Stillwater's southern gateway (such as the one pictured above), or at locations elsewhere in the corridor, could be made more attractive through the use of simple screening techniques. Attractive fencing and/or appropriate landscaping would be a big improvement.

TRANSPORTATION

As described in the existing conditions report, and confirmed through discussions at the first public workshop for this project in January 2006, transportation in the Route 4 Corridor is not a major problem in the conventional engineering sense. There are no significant traffic or documented safety issues along this state highway. However, residents of the community have expressed legitimate concerns about the future of this corridor in terms of:

- Pedestrian and bicycle safety, especially in the Village of Stillwater
- Vehicular safety at specific intersections
- Community character and quality of life related to the impact of traffic, especially in the Village

In looking for solutions to these problems, the corridor's dual role as a regional transportation route and as a Main Street for the Stillwater community must be acknowledged. Solutions must strive to maintain a reasonable balance between these roles, and consider too the possibility that future growth in this part of Saratoga County could change the favorable traffic and safety conditions that are now present here.

The *Land Use / Transportation Concepts* Map and the *Village Center Land Use / Transportation Concepts* Plan illustrate the main ideas discussed on the following pages. The transportation recommendations for the Route 4 Corridor are not presented in any particular order of importance. The last section of this report – *Implementation* – will set forth a prioritized list of actions based on these recommendations.

Access Management

Though traffic congestion is not a likely condition for the Route 4 Corridor in the foreseeable future, it is still sensible to consider techniques for managing the corridor to preserve capacity and enhance safety. These techniques, when used in a systematic way, are known as access management. The definition of access management below comes from New Hampshire, but the conditions it describes could just as easily come from the Capital Region or virtually anywhere else in the United Sates.

> "**Access management** is the practice of coordinating the location, number, spacing and design of access points to minimize site access conflicts and maximize the traffic capacity of a roadway. Uncoordinated growth along some of the region's major travel corridors has resulted in strip development and a proliferation of access points. In most instances, each individual development along the corridor has its own access driveway. Numerous access points along the corridor create conflicts between turning and through traffic which causes delays and accidents.
>
> Historically, transportation and access management plans concentrated primarily on the movement of vehicles. Current planning efforts focus on all modes of transportation including vehicles, public transit, bicycles and pedestrians."
>
> **Nashua Regional Planning Commission, <u>Access Management Guidelines</u> (April 2002).**

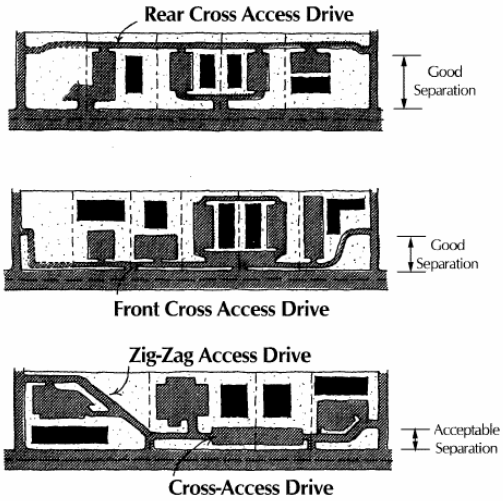
Uncontrolled or poorly controlled access to Route 4 in Stillwater is a fairly frequent condition. In both the Village and the Town, there are numerous commercial establishments that have large and poorly defined entrances. In addition, almost all residences along Route 4 have their own driveways onto the highway. These conditions can be improved through better site design. The opportunities for doing so will probably be limited for the residential properties because they are less likely

Left: Uncontrolled access to a commercial property in the Village of Stillwater. **Right:** Numerous driveways for residences along Route 4.

to undergo a significant change in use or layout that would create an occasion for reviewing the site plan. However, the opportunity will probably occur for the commercial properties at some point in the future.

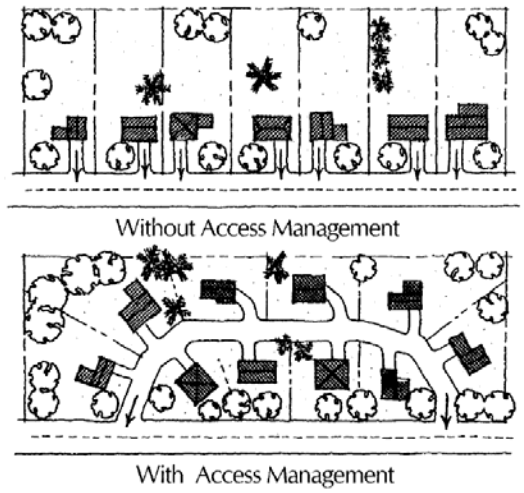
The illustrations at right demonstrate some simple methods for reducing the number and frequency of curb cuts for commercial and residential properties along a highway. The use of cross-access easements between adjoining commercial properties can reduce the number of entrances needed and make it possible for patrons to visit more than one location without reentering the highway. Connecting adjoining residences with a street, rear alley, or shared driveway can also be effective. There are numerous other simple steps that can be applied on a case by case basis. For example, large undefined entranceways can be improved through the provision of landscaped islands that run along the right of way line defining one or more discrete points of ingress and egress. Extending a sidewalk along this type of landscaped island has the further benefit of creating clearly identifiable pedestrian space.

Above: Landscaped island creates a discrete point of access (at top left of photo) a safe distance from an intersection (just behind the photographer). Along with the sidewalk, it also helps to define the pedestrian space.



Above: Illustration demonstrating the use of cross access easements for adjoining commercial properties. **Below:** Illustration demonstrating an option for limiting residential curb cuts on the highway.

Source: Center for Urban Transportation Research, Ten Ways to Manage Roadway Access in Your Community (1998).

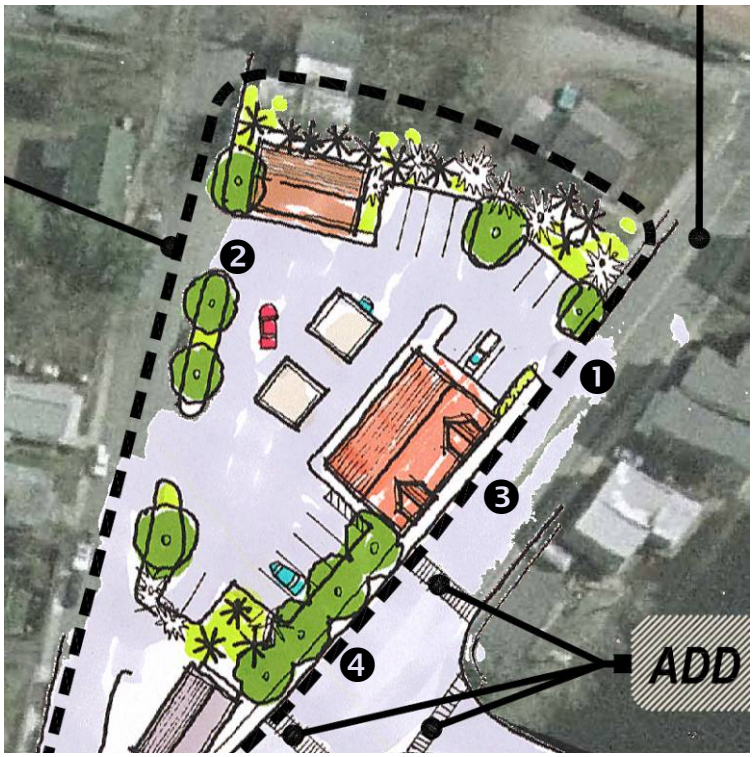


In some instances, the Town or Village may have the opportunity to encourage significant improvements as part of the redevelopment of a site. For example, the site of the Stewart's gas station and convenience store in the Village contains several access challenges. This is noted without making any judgment about the store

itself. There are two driveways from the site to Route 4 directly across from the terminus of Stillwater Bridge Road. These two driveways are located just a few feet apart from one another, and they enter/exit directly into the intersection. On the other side of the site, the parking area spills directly into Major Dickinson Avenue with no definition between the parking area and the street.

Above: The Stewarts site includes these two driveways from Route 4. Separated by just a few feet, these driveways enter/exit directly into the intersection of Route 4 and Stillwater Bridge Road.

If this site is redeveloped at some point in the future, the layout could be altered to the benefit of the property owner and the community. The *Village Center Land Use / Transportation Concept Plan* illustrates one possible layout for this site. This conceptual layout (detailed below) assumes that the site would continue to be used as a gas station and convenience store.



1. Location for primary ingress/egress to Route 4 shifted north, away from the intersection.

2. Landscaping used to consolidate access from Major Dickinson Avenue.

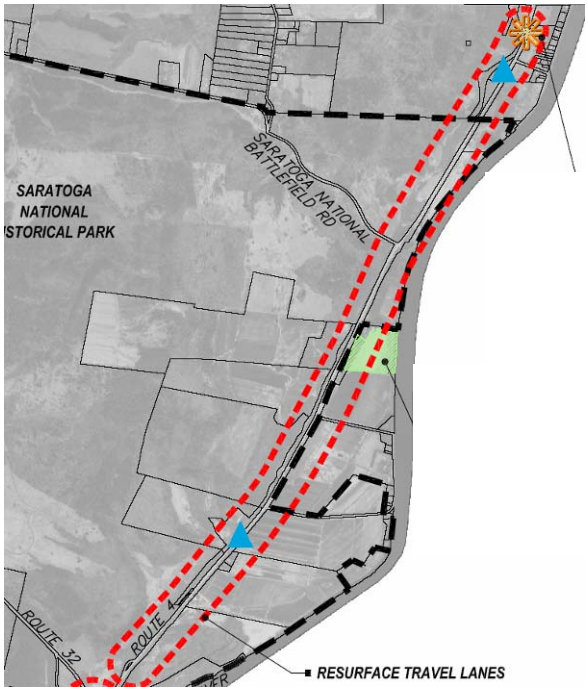
3. Building reoriented to face Route 4, with parking at side and rear, and gas pumps at rear. The primary entrance to the building would be located on the Route 4 side, and a second entrance would be located at the rear.

4. Awkward access points (existing) would be closed. Decorative landscaping would terminate the view from the bridge and create a welcoming gateway to Stillwater from Rensselaer County.

The Town and Village's local land use regulations could be strengthened to incorporate more explicit requirements regarding access, however most access management solutions need to be applied on a case by case basis to solve site specific problems. Consideration of access management should occur throughout the corridor, from the small-scale urban environment of the Village to rural locations in the Town. Whenever development/redevelopment occurs the project review process provides an opportunity to address this topic. Efforts to implement access management in Stillwater's Route 4 Corridor will require sustained effort, and coordination between the Town, Village, and the NYS Department of Transportation.

Pavement Condition

The pavement condition on Route 4 varies substantially from location to location along the Stillwater Route 4 Corridor. From the southern town line to the southern village line the pavement is in good condition, having been resurfaced within the last 3 years. Within the Village there are sections of distressed pavement, noticeably prior to and in the area of the Library. Unfortunately, this stretch was resurfaced at the same time and it appears that the work has not held up well. The pavement from the center of the Village to the Route 32 intersection is generally in fair to good condition. However, from Route 32 north to the Saratoga Town line the pavement, concrete travel lanes with asphalt shoulders, is in fair to poor condition.



There is a concern in the community that the poor pavement condition along this rural section of Route 4 creates a bad impression of the area for visitors to the Saratoga National Historical Park. It is therefore very important that this stretch be resurfaced in the near future. While the NYS Department of Transportation (DOT) is in the process of preparing plans for a maintenance type asphalt overlay paving project, actual work on the project is contingent upon available funding. A source of funding has not yet been identified.

Above: Route 4, north of its intersection with Route 32, is characterized by poor pavement conditions.

Key Intersections

As noted in the existing conditions report (Appendix __), there are no documented intersection capacity or safety problems in the Stillwater Route 4 Corridor. However, there are a handful of key interesections in the study area where improvements could be made to enhance motorist and pedestrian safety and comfort. These are described below.

Route 4 and Route 32 – The awkward alignment of this intersection, and drainage related to the Old Champlain Canal in the area, have been persistent problems for many years. Fortunately, the intersection will be reconstructed this coming construction season under NYSDOT Contract D259684. The new intersection alignment will eliminate the southerly "slip ramp" type configuration presently serving the northbound Route 4 to Route 32 left turn movement and the southbound Route 32 to Route 4 yield controlled movement. All traffic will enter and leave Route 4 via a more traditional "T"' configured intersection located immediately to the south of the existing "T" portion of the present intersection. Driveways will be reconnected to either Route 4 or a small Route 32 southerly extension. Drainage improvements will be made and new guide rail will be installed within the overall scope of the project.

Route 4 and the Stillwater School Complex – this is a three-way or "T" intersection. The approach from the Stillwater School complex is a stop-sign controlled one-lane approach, flared to allow both left and right turning vehicles to store at the intersection. Route 4 approaches and leaves the intersection on a horizontal curve, but this does not diminish sight distance for either cars on Route 4 or at the stop sign. The Village speed limit of 30 mph starts north of the school complex and continues past the complex. A sidewalk extends for 250' in front of the school on the east side of Route 4, however there is no sidewalk system to which this small section is connected. Students are frequently observed walking along the road both north and south of the school complex. There is no crosswalk for students who wish to cross Route 4 despite this being a common occurrence. Residents cited the safety of student pedestrians in this area as among the most important problems in the corridor.

Above: The School Complex generates considerable vehicular and pedestrian traffic at specific times of the day.

Various safety related options exist for this intersection. Extension of the Village sidewalk system northward to the school complex is perhaps the most critical. This recommendation is discussed in detail below (see ***Sidewalks***). Well-marked

crosswalks with appropriate signage (see ***Crosswalks*** below), and possibly a school speed limit should also be explored.

Route 4 and Stillwater Bridge Road (CR 125) – this is a four-way intersection, with the driveway(s) at Stewart's forming the fourth (westerly) leg. Traffic control is provided by a flashing signal with 8" indications and a stop sign on the Stillwater Bridge road approach. The stop sign is extremely difficult to see for approaching traffic due to the bridge superstructure.

Alternatives such as installing new 12" signal indications and a larger more prominently displayed stop sign should be considered. The intersection does not present the necessary usable area for the consideration of major intersection reconfigurations such as a roundabout. However, it might be possible to tighten the turn radii at this intersection to slow turning vehicles and shorten pedestrian crossing distances. This type of geometric alteration (a simple form of ***Traffic Calming*** – see below) would need to be considered against other factors such as the turning movement of trucks along this route. The addition of crosswalks at this intersection is discussed below (see ***Crosswalks***).

Route 4 and Lake Street - Lake Street approaching from the west and controlled by a stop sign, is one of the busiest intersections in the village. Vehicles entering onto Route 4 are hampered by limited sight distance due to parked vehicles, and the Route 4 horizontal alignment to the south (horizontal curve away from the intersection). NYSDOT conducted a signal warrant study in 1992 and revisited the study in 1995. Both times the study did not find that a signal was warranted, either by traffic volumes, delays, or crashes. Recent observations during a weekday (Friday) evening peak period and on a Saturday morning (during the busy Post Office period) noted delays and safety issues for traffic exiting Lake Street onto Route 4.

It is recommended that the Village request NYSDOT to initiate a new signal study for the Lake Street intersection. Based on the time elapsed since the previous studies (14 and 11 years respectively), the increase in overall traffic, and new signal warrants approved and added to the Manual of Uniform Traffic Control Devices (MUTCD), it is appropriate to re-examine this issue. The MUTCD has several new signal warrants, and two of them, Warrant 9 - Four Hour Volumes, and Warrant 11 – Peak Hour Volume, when considered under the reduced warrant criteria, may be applicable to the current conditions at this location.

A roundabout, as an alternative to signalization is not feasible at this location due to the small size of the intersection and the proximity of buildings. In the event that it is determined that signalization is not warranted, one simple and cost effective mitigation measure would be to improve the sight distance by restricting parking near the intersection on the west side of Route 4.

Traffic Calming

Several of the transportation recommendations presented for the Route 4 Corridor are facets of traffic calming, a relatively recent development in transportation engineering. The primary objectives of traffic calming are: to reduce vehicle speed, to reduce traffic volumes, and to reduce pedestrian/vehicle conflicts. Depending on the situation, one, two, or all three of these objectives can be addressed by the inclusion in the roadway system of features that will alter driving habits to the benefit of the non-motorized user of the system. Traffic calming techniques can be: passive, such as a speed trailer telling the driver how fast he is going; psychological, such as narrowing the roadway by the use of pavement markings: or physical, such as roadway closures or diverters to reduce volume, or roundabouts, speed bumps/tables, or curb extensions to reduce speed.

The NYSDOT has recognized the benefit of traffic calming measures and has recently completed installation of some of these techniques on local projects. These include the roundabout installed on Route 85A in Voorheesville, and curb extensions and pavement markings in Altamont on Route 146. A project now in the design stage is considering traffic calming techniques such as speed tables and curb extensions on Route 4 in Hudson Falls. The traffic calming measures recommended here are consistent with the direction taken by NYSDOT and with current engineering practice.

Route 4 through the Village of Stillwater varies between 30 to 35' wide from curb to curb. Accordingly it may not be feasible to consider physical features that restrict the width of the roadway except in isolated locations. Two locations for consideration, as indicated on the *Village Center Land Use / Transportation Concept Plan,* are at the northern and southern entranceways to the Village Center. Physical alterations to the roadway designed to slow traffic at these locations would send an appropriate message to motorists and could also beautify these gateways to the Village Center. Though a more detailed engineering analysis at each location will be necessary, some form of narrow raised median could serve to constrict the travelway and reduce

Raised medians installed on Route 9 at the southern gateway to downtown Saratoga Springs. The medians narrow the travelway, signaling to drivers the need to slow down from highway speed to local speed. They also provide a location for decorative lighting and landscaping to create a "sense of arrival" into downtown. Though these medians are much larger than those that might be possible on Route 4, the intent in Stillwater would be the same.

speed. The raised median could also be landscaped with native plants and groundcover to enhance the visual character at these locations.

Other traffic calming measures such as speed humps or speed tables may also be appropriate in specific locations. Because these techniques will be combined with pedestrian crossing locations in the Village, recommended traffic calming measures for specific locations are discussed under ***Crosswalks*** below.

Sidewalks

Sidewalks exist along Route 4 through much of the Village, starting at the southerly Village line and extending on both sides of Rte 4 to about ½ mile south of the school complex. Several of the major side streets also have sidewalks, although generally these are located on one side of the street only. The sidewalks are of varying width, as are the buffer strips between the sidewalk and the curb.

Consideration should be given to the upgrading and expanding the sidewalk system, both on Route 4 and on the primary side streets to create a safer, more unified and convenient way of getting around the Village. Completing connections from Village neighborhoods to the Village Center on Route 4 should be a priority. When new sidewalks are constructed in the future, they should be designed (to the maximum extent possible) so that the sidewalks maintain a continuous grade as they cross driveways.

Existing sidewalks along some sections of Route 4 in the Village are sloped to meet the driveway grade. This creates a difficult and uncomfortable experience for some pedestrians.

The highest priority recommendation, however, is the extension of Village sidewalks to the Stillwater School complex. This would provide a safer, continuous travel path for students getting to and from school, and for the general population. The east side of Route 4 requires approximately 2350' of new sidewalk, while the west side would require approximately 2000' of sidewalk. Based on current NYSDOT construction costs, a concrete sidewalk with buffer strip and curb, would cost an estimated $ 75 per linear foot. This equates to a total of $325,000 to install sidewalk on both sides of Route 4 from the School Complex south to meet the existing sidewalks (east side $175,000 and west side $150,000). Eventually, the Village should also consider extending the sidewalks on the east side of Route 4 northward from the school complex to the small residential neighborhoods along Clinton Court and Russell Drive.

Crosswalks

Crosswalks serve two main purposes related to the safety of pedestrians. Crosswalks, and the associated signing, alert vehicles to the fact that pedestrians may be crossing at designated locations. Secondly, crosswalks provide pedestrians with a preferred, safer location to cross, delineated and enhanced by pavement markings and signing.

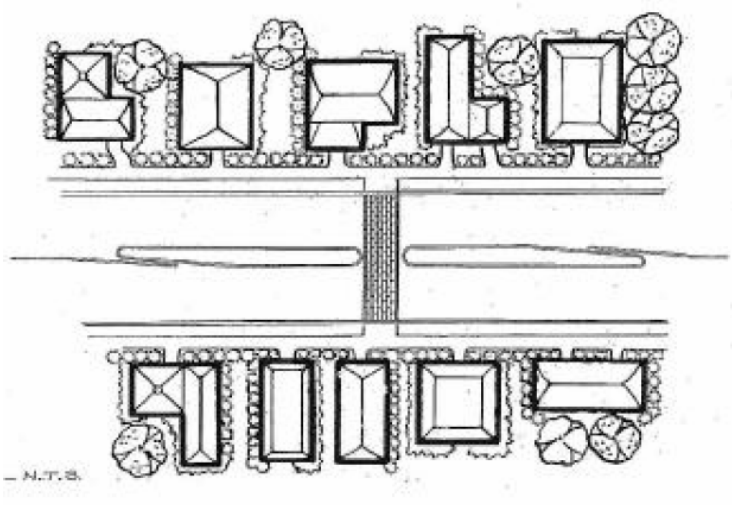
Left: Crosswalk and sign at Block House Park in the Village. **Right:** "Yield to Pedestrians in Crosswalk" sign.

Pedestrian crosswalks presently exist at three locations in the Village: at the Library, at Block House Park, and at the Post Office. Existing signing for these crosswalks consists of a pedestrian warning sign and a crosswalk sign on each approach at each location. However, the "State Law Yield to Pedestrians in Crosswalk" signing is not utilized. The addition of this sign could be helpful since the law requiring motorists to yield to pedestrians in the crosswalk (when there is no traffic control signal) is still fairly new in New York State.

The visibility of existing crosswalks, both for motorists and pedestrians, is somewhat restricted at the Library by the Route 4 horizontal curve to the south, and is good for the Block House Park crosswalk. Visibility at the Post Office crosswalk is somewhat compromised by parked vehicles prior to the crosswalk on both Route 4 approaches. Parked vehicles obstruct the view for both pedestrians and motorists at this location. New crosswalk markings are needed, and textured crosswalks should be considered to make these crossings more visible.

Two traffic calming techniques may be appropriate for the existing crosswalk locations. The first would be a narrow, raised median. This would provide a refuge for pedestrians and would cause motorists to slow down as they approach the crosswalk. The narrow, raised median could also provide a highly visible location for the "State Law Yield to Pedestrians in Crosswalk" sign. This treatment would be appropriate at the Library and/or the Block House Park crosswalks. To accommodate this measure, due to the width of Route 4 in these areas, parking would have to be prohibited prior to and after the raised median for a distance as

required to transition back to the normal roadway section. This would make its use unsuitable for the Post Office crosswalk location.

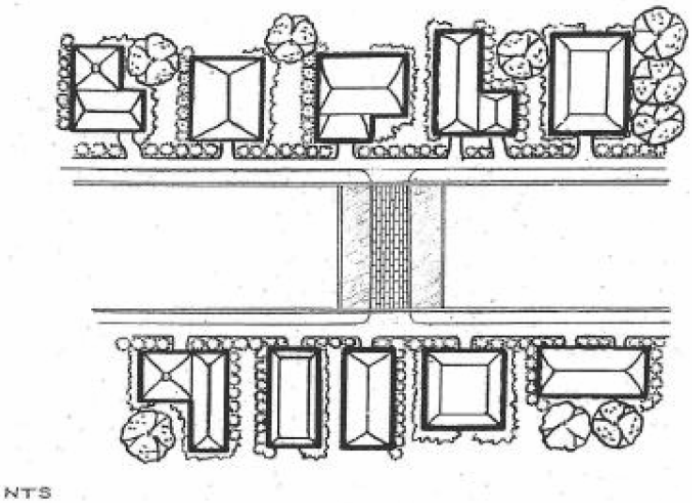


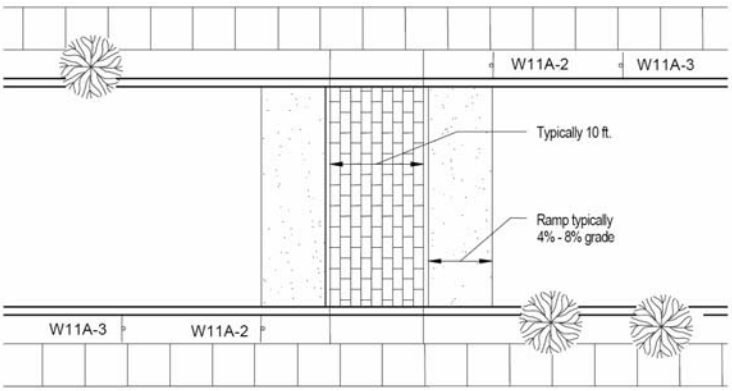
Above: Raised median with crosswalk.
Illustration from the Pennsylvania Department of Transportation's publication entitled, "Pennsylvania's Traffic Calming Handbook" (Publication No. 383, January 2001).

A second traffic calming measure for consideration is a speed table with the crosswalk on the horizontal portion of the table (raised crosswalk). A speed table is an extended speed hump with the approaches being a constant grade up to and down from a level surface wide enough for both wheels of a vehicle to sit. The level surface would also contain the marked crosswalk. This treatment would serve the dual purposes of slowing vehicular traffic and providing additional visibility for pedestrians. This measure could be utilized at any of the existing crosswalk locations, but might be particularly well-suited for the Post Office location because the amount of on-street parking that would be lost would be less than with the raised median.

Either measure would require appropriate warning signs or pavement markings. Furthermore, they would both require additional design study by NYSDOT to determine whether they are indeed workable on this state highway.

There are two new locations in the corridor where crosswalks should be added. The first, a crosswalk to cross Route 4 at the Stillwater School Complex, would provide a





Illustrations of a Raised Crosswalk, from the Pennsylvania Department of Transportation's publication entitled, "Pennsylvania's Traffic Calming Handbook" (Publication No. 383, January 2001).

Left: Example of a speed table with crosswalk. Right: Example of a warning sign for motorists.

measure of safety for pedestrians by providing a singular location for the crossing and by alerting motorists to the crossing maneuver. A crosswalk here would require that a section of sidewalk be installed on the west side of Route 4 to provide a sidewalk to sidewalk travel path. Incorporation of traffic calming measure – such as the narrow raised median discussed above should also be considered at this location.

Crosswalks would also be appropriate at the Route 4 / Stillwater Bridge Road (CR 125) intersection. These are recommended to cross Route 4 on the south approach and to cross the Stillwater Bridge Road approach, connecting existing sidewalks in both cases. Crossing Route 4 at the north approach to the intersection should also be considered, but is complicated by the two entrances to Stewart's on the west side. To increase visibility, textured crosswalks should be considered for this location.

Parking

On-street parking is not regulated along Route 4 in most of the Village. The only exceptions are on the east side of Route 4 as one initially enters the Village, and occasional isolated locations. In effect, on-street parking is informally controlled by the width of the roadway throughout the Village. Vehicles routinely park on both sides of Route 4 in extended areas of the Village, effectively acting as a speed reduction measure (a form of traffic calming). Parking is not delineated by marked parking spaces, and this does not appear to cause a significant reduction in the number of parked vehicles.

The introduction of certain traffic calming measures in areas of the Village, as discussed above, would require a legal prohibition on parking for distances required to maintain two travel lanes and the transitioning back to the normal roadway width. In addition, it was previously noted that the restriction of parking on Route 4 immediately adjacent to Lake Street would be a realistic mitigation measure if a traffic signal is not warranted at that location.

It is recommended that the subject of parking along Route 4 be further examined in regard to the impact of designating parking spaces by the use of signing and/or pavement markings. Furthermore, opportunities for public, off-street parking should be explored. Among the considerations for off-street public parking should be shared parking arrangements with businesses or institutions that use their parking during specific, limited times of the day or week. For example, churches often have very specific times of activity outside of which their parking goes unused. Another consideration for off-street public parking is the implementation of attractive and effective signing to direct motorists to these locations. This is especially important in a Village setting where the off-street parking is typically located on the blocks behind the buildings which front on the main street.

Public Transportation

It is unlikely that public transportation will be available in the Route 4 Corridor in the near future. The Capital District Transportation Authority (CDTA) is currently working on a regional transit development plan. One of the big issues that it must grapple with as the region's public transportation provider is the choice between extending service to a wider swath of our dispersed region, or concentrating more frequent service in the region's most transit friendly (and therefore more cost effective) corridors of the region. Route 4 in Stillwater does not contain the density of potential riders to be a high priority for new public transportation service.

The National Park Service's (NPS) Alternative Transportation Study (2005) did explore various possibilities for developing transit/tour service to connect its Battlefield Unit in northern Stillwater with its Old Saratoga Unit in the Villages of Victory and Schuylerville. These options are appealing from the standpoint of enhancing the visitor experience but are costly and therefore unlikely unless federal expenditures for the National Park System are increased in coming years. Still, as a very long-term suggestion it would be a boost to Stillwater's Village Center business district if the development of any such transit system someday connected to the Village of Stillwater.

New York State Bike Route 9

As discussed in the existing conditions report (Appendix A), the entire length of Route 4 in Stillwater is designated as New York State Bike Route 9. This designation is intended primarily as guidance for long distance bike travel. The bike route is appropriate for experienced cyclists, but not really for recreational users. Bike Route 9 is well-signed with markers at appropriate intervals throughout the corridor. As discussed under ***Pavement Condition*** above, the condition of the roadway for cyclists varies as it does for motorists. There are many locations where the width or condition of the shoulders is less than ideal. For example, the poor pavement condition described for portions of Route 4 north of its intersection with Route 32 extends onto the shoulders. The shoulders must be

improved at the same time as the roadway when funding for this planned NYSDOT resurfacing project moves forward.

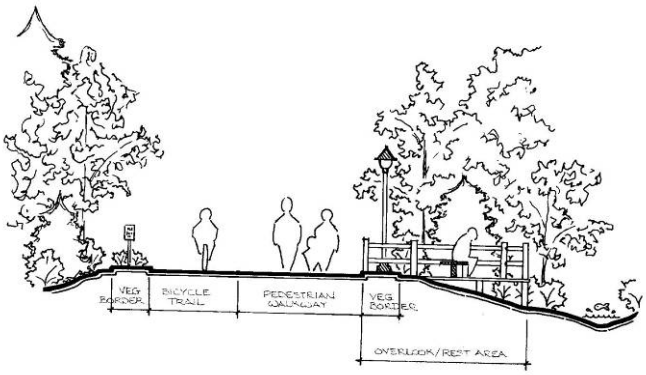
Another issue for Bike Route 9 is the narrow width of Route 4 as it traverses the Village, and especially the Village Center. Once inside the Village, the paved shoulders are soon replaced by curbs and sidewalks. At this point cyclists are expected to share the road with motorists. The addition of "Share the Road" signs at appropriate intervals along Route 4 within the Village would help alert motorists to this condition. It is recommended that the "Share the Road" assembly that includes the bicycle sign be utilized so that drivers understand who they are supposed to share the road with.

Above: "Share the Road" sign assembly should be utilized in the Village of Stillwater.

In the Village Center, Route 4 narrows considerably. Though it would be desirable to delineate a bike lane through this section, the width of the road appears to prohibit this option.

Trail Connections

Off-road multi use trails are intended for a wide range of users; from bicycle commuters and recreational cyclists, hikers, and in-line skaters in the spring, summer and fall, to cross-country skiers during the winter months. Many municipalities in Saratoga County and the region are investing in trails as an alternative form of transportation and a quality of life investment in the community. Saratoga County's long planned Zim Smith Trail, which is now being designed, will serve as a trunk line connecting local trail systems in the county to one another. Its southern terminus in Mechanicville will eventually create a connection to the planned Champlain Canal Trail that will run north/south on the west side of the Hudson River. Stillwater's Route 4 Corridor should someday contain part of this trail network.



Top: Existing right-of-way.
Bottom: Cross-section of proposed trail

Stillwater's first segment of this network is

under development. This multi-use trail will connect the Riverside neighborhood in the southeastern corner of the Town to the Village. The trail will follow the old Gurba Sewer Company right-of-way, crossing Halfway House Road, and ending at Gurba Drive just south of the Village.

Above: Example of a multi-use trail crossing a street at another location in the Capital Region. Safe crossings of Halfway House Road and the Guilford Transportation railroad tracks must still be designed before the multi-use trail connecting the Riverside neighborhood with the Village of Stillwater can be constructed.

Future connections northward through the Village, to the Saratoga National Historical Park, the Town of Saratoga, the Village of Schuylerville, and into Washington County remain to be designed. Several studies have looked at options for the Champlain Canal Trail, a portion of New York State's Canalway Trail System that will eventually run from the Erie Canal in Waterford all the way to Lake Champlain and beyond. Based on these previous studies, The *Land Use / Transportation Concepts Map* illustrates some alternative possibilities for continuing northward from the Gurba Trail, completing Stillwater's portion of the Champlain Canal Trial.

The general concept from the northern terminus of the Gurba Trail would be to

Above: Portion of Regional Trail Location Plan for the Town of Stillwater. Proposed Gurba Trail shown in blue.

follow designated local streets to bring trail users into the Village. The development of an attractive wayfinding system could help guide trail users to and from the trail utilizing Village streets. Wayfinding signs could also direct trail users to Village destinations such as the Block House Park or the Village Center Business District. The trail could return off-road in the vicinity of Lake Street utilizing the Old Champlain Canal right-of-way. It could then return briefly to a local street such as Colonial Street, before returning off road again. The trail would then continue out of the Village toward the Saratoga National Historical Park on the Old Champlain Canal right-of-way. Previous studies such as the *Champlain Canal Trail Concept Plan* (2002) have envisioned the trail utilizing the old canal right-of-way and this remains the preferred alternative. However, it might be possible to use the Route 4 right-of-way (to continue the off-road trail parallel to but separate from the highway) as a fallback position should the preferred alternative of using the old canal right-of-way be deemed unfeasible.

When considering this expanded concept of Stillwater's portion of the Champlain Canal Trail, it is important to remember that there is much detailed investigation and work with the public that must still be done. For example, much of the land along the Old Champlain Canal right-of-way is now privately owned. These lands are not currently available for public use. The community will need to work with willing landowners to address their legitimate concerns about allowing public access to their property. Questions of liability, trail design, trail maintenance, and other issues will need to be answered.

This effort will take time, and it would benefit from the participation of a local group of committed advocates. Such a group, perhaps working in partnership with the Saratoga National Historical Park and/or a regional organization such as Saratoga PLAN, could help with landowner contacts, with trail maintenance, and with other long-term activities that are necessary for the success of this kind of system. The Town and the Village could assist in the planning and design of these trail connections, the development of a local wayfinding system, help negotiate with landowners in some cases, help address liability, and coordinate maintenance and safety issues.

RELATED CORRIDOR ISSUES

Waterfront Access

Creating public access to the waterfront in Stillwater is an important issue for the community. There are many river views along the Corridor that are valued by the community and visitors; however there are few locations where the public can actually access the river. Preserving locations for, and creating more public access to the Hudson is something Stillwater residents desire. Many parcels along the river belong to private land owners. However, long-range planning can ensure that local government land use regulations are modified to encourage public access to the river. For example, future waterfront development could be required under certain circumstances to provide public access or recreational facilities as part of the development review process. Non-regulatory approaches, utilizing development incentives or money to acquire waterfront access, are also available.

Several opportunities for additional waterfront access in Stillwater exist. An immediate possibility for public waterfront access identified by the community is the current Admiral's Marina property (tax parcel 24.3-84-2-14) in the Village. The Town and/or Village could seek a grant through the NYS Office of Parks, Recreation and Historic Preservation (OPRHP) for parks acquisition. An alternative public/private solution could involve the Village or Town purchasing the land and subdividing the property; selling a portion of the road frontage for a well-designed mixed use development with a public park and marina along the river.

Above: Images of the Admiral's Marina Property at the northern edge of the Village Center.

The Town currently owns property near the northern end of the corridor. The parcel (tax parcel 221.-1-22.2) is in close proximity to the National Park and there is the potential to work with the National Park Service (NPS) to create future access for canal users who wish to visit the Battlefield Park. The parcel could become a town park or some other type of public riverfront

Above: Concept Plan for a park on Town owned property adjoining National Park Service lands along the Hudson River.

access. The Town could consider completing a new grant application to the NYS OPRHP for funding under the Parks Development Program to develop this park.

The State of New York currently owns a waterfront parcel immediately to the east of the Stillwater Central School District's property. The Village of Stillwater is already working with the NYS Canal Corporation to acquire this parcel. This land forms a natural sandy beach and community members recalled that the parcel was used for swimming in years past. Perhaps there is an opportunity to create a public beach here in the future. This is obviously a longer-term idea, however with GE's clean-up of the Hudson River scheduled to begin, the river may once again be attractive for swimming. South of the Capital Region, New York State is encouraging the development of places to swim along the Hudson River through a grant program administered by the Hudson River Estuary Program at the Department of Environmental Conservation. Stillwater should look for similar funding opportunities along its stretch of the river in five or ten years. Access to this state owned parcel would need to be developed and there are at least a couple of alternatives that could be considered. It might be possible to partner

with the school district to obtain an access easement to the site. Another alternative would be to extend Ferry Lane northward to this land. However, because Ferry Lane is a private road this alternative might be difficult to implement. A third alternative would be for the Village to create an access road from Route 4 directly to its water plant at the northern end of Ferry Road, and to then north to the riverfront site. In any case, a multi-use trail connection for bicycles and pedestrians should also be incorporated into the design for access to this area.

Farmland and Open Space Conservation

Much of the special character of the Route 4 Corridor in Stillwater is determined by the rural landscape that exists north of the Village of Stillwater. This area includes the Saratoga National Historical Park and private lands that remain much like they were at the time of the Battle of Saratoga over two hundred years ago. It is important that the rural character of this area be preserved while at the same time ensuring that private landowners, and especially local farmers, are able to keep their agricultural businesses viable.

The Route 4 Corridor Plan, therefore, must support existing efforts by the Town, the County, the National Park Service, and private conservation organizations such as Saratoga PLAN and the Open Space Institute to work with landowners to conserve this important landscape. Acquisition techiques such as Purchase of Development Rights (PDR) that provide financial incentives to willing landowners should be strongly encouraged. Saratoga County's Green Infrastructure Plan, which is currently under development, should be supported as well. And at the local level, techniques such as conservation subdivision development (described on page 12) that are fair to landowners and that help to create networks of open space in the community even as development occurs, should be encouraged.

Visitor's Center

During the course of this study, residents suggested that a Visitor's center would be a beneficial addition to the Village Center. This type of facility could give visitor's traveling on the Lakes to Locks Passage National Scenic Byway a reason to stop in Stillwater. While they are there, they might also take advantage of amenities like the Blockhouse Park or shop at local businesses. The *Village Center Land Use / Transportation Concepts* map illustrates this type of opportunity across from the Blockhouse Park at the site of the old Stewart's shop. This building, which remains empty, could be reused for Visitor information. Improved landscaping at the site would enhance the attractiveness of the area and the parking lot would provide public parking in close proximity to the park and to the Village Center business district.

Village Center

The community has expressed a strong interest in improving the vitality of the Village Center business district. While the design guidelines and transportation recommendations contained in this report will enhance the attractiveness and function of the built environment in this area, there are still additional actions that business owners and interested residents in the Village could consider.

One suggestion would be to develop a "Main Street Plan" for the Village Center. The National Main Street Center's approach to Main Street revitaliztion involves four steps: Organization, Promotion, Design, and Economic Restructuring. While this study has addressed the design component, the other elements could still be explored together or as individual efforts. Stillwater currently lacks an entity that that can coordinate and organize business improvement efforts. Merchant's associations, special assessment districts, and business improvement districts are organizational mechanisms that many community's use for this purpose. In Stillwater, there is also no promotion effort attempting to create a positive image for the business district, and business retention and recruitment efforts do not exist. Though it is not necessary to follow the National Main Street Center's Main Street Approach, there is much to be learned from the experiences of other small communities around the country. These types of activities (whether strictly adhering to the National Main Street Center approach or not) could improve the business environment in Stillwater, just as they have in other small downtowns in our region. In 2004 New York State established its own main street program, and Stillwater could look for funding and technical assistance from the New York Main Streets (NYMS) program to undertake this work.

IMPLEMENTATION

Underway

Route 4 and Route 32 intersection realignment – This project was started in the spring and will be completed in summer 2006.

Resurface Route 4 (northern section) – design for this project is underway. The Town should work with NYSDOT and the Saratoga National Historical Park to keep this project moving forward. Because this work will also impact State Bike Route 9, ensure that appropriate shoulder width and condition are considered in the final design of this project.

Short term (initiate within 1 to 3 years)

Route 4 sidewalk extension (to school complex) – this is a very high priority item for the Stillwater community. There are two possible sources of funding that would be a good match for this project. The Safe Routes to School program established in last year's federal transportation legislation (SAFETEA-LU) is one. NYSDOT has named an interim Safe Routes to School Coordinator but the state's program has not been developed beyond that. It is not yet known how New York's share of federal funding for this program will be administered and distributed to projects around the state. It is hoped that more information will be available by the end of 2006. The other possible source of funding is the Transportation Enhancements Program (TEP) which is also funded through SAFETEA-LU. Because this program has existed since the early 1990's (since ISTEA), the first round of funding since passage of the new federal legislation has already been announced. Grant applications are currently being solicited by NYSDOT, and future rounds of funding will be available on an annual basis.

Lake Street / Route 4 Intersection – The Town and Village should request an updated Signal Warrant Analysis for this intersection. Depending on NYSDOT's schedule consider other short-term improvements such as restricting parking on the west side of Route 4 for a short distance from this intersection.

Spot Improvements – Consider implementing a package of quick improvements to enhance bicycle and pedestrian safety in the Village. The Capital District Transportation Committee (CDTC) will soon issue a request for applications under its Spot Improvement Program. This program funds small scale projects designed to improve bicycle and pedestrian safety in the Capital region. The Town and Village could apply for several such projects, such as: update existing crosswalk markings, add new crosswalks and improve signal visibility at Route 4/Stillwater Bridge Road intersection, consider additional "State law…" signage for crosswalks and "Share the Road…" signs for bicyclists at appropriate locations, and undertake school speed zone study and implement resulting recommendations (school speed

zone signage, crosswalk, etc.). Some of the items, such as the addition of signs, might not require an application, but could instead be requested directly from NYSDOT.

Land Use Regulations – The Town could amend its existing land use regulations, and the Village could create land use regulations that would further some of the recommendations in this plan. For example, the design guidelines and access management suggestions could be incorporated into the special use permit and site plan review processes of the amended/new zoning regulations. In the Town, and perhaps for the outer portions of the Village, conservation subdivision design could be encouraged or required as an alternative to conventional subdivisions.

Admiral's Marina Property acquisition – The Town and the Village should work with owner to see if it would be possible to acquire this property. The opportunity to acquire a parcel for public waterfront access in such a central location for the community does not come along often. Consider application to the NYS Office of Parks, Recreation, and Historic Preservation's Parks Acquisition Grant Program for assistance with funding this purchase; and future application to NYS OPRHP Parks Development Grant Program for assistance with design and construction of this Public Park and Marina. It might also be possible to work with land conservation organizations such as the Open Space Institute and Saratoga PLAN to obtain funding and technical assistance with this project.

Multi-use Trail from Riverside to the Village – Consider application to the Transportation Enhancements Program (TEP) or the NYS Office of Parks, Recreation, and Historic Preservation's Parks Development Grant Program for assistance with funding this project. The trail's relationship to the larger Champlain Canal Trail vision should be emphasized in any application. Other sources of state, federal, and private funding could also be pursued (Erie Canalway National Heritage Corridor, Bikes Belong, etc.)

Stillwater Trails Committee/Coalition – Nurture the establishment of a local trails advocacy group willing to work over the long-term to develop and maintain trails in Stillwater. A priority project should be completion of the Stillwater segment of the Champlain Canal Trail by 2023 (the 200 year anniversary of the opening of the Champlain Canal).

Medium Term (initiate within 3-5 years)

Village Center Traffic Calming Project – Work with NYSDOT to undertake the design and eventual construction of a Village Center Traffic Calming Project (from Park Avenue to Stillwater Bridge Road). This should include detailed consideration of traffic calming techniques described herein, including raised median with crosswalk, speed table with raised crosswalk, reduced turn radii at certain intersections, and/or other techniques as appropriate.

For this project to occur within this time frame, initial contact with NYSDOT by the Town and the Village should occur immediately. Depending on the funding source that is ultimately selected, actual construction may still occur beyond the five year time-frame indicated. If Transportation Enhancement Program (TEP) funding is utilized, the project could occur more quickly. If the project funding is sought through the region's Transportation Improvement Program (TIP), the project will almost certainly extend beyond five years.

Establish Village Sidewalk Enhancement Program – look at models such as those that split costs between property owners (materials) and municipality (labor).

Gateway improvements – work with local business association to implement suggested improvements to community gateways.